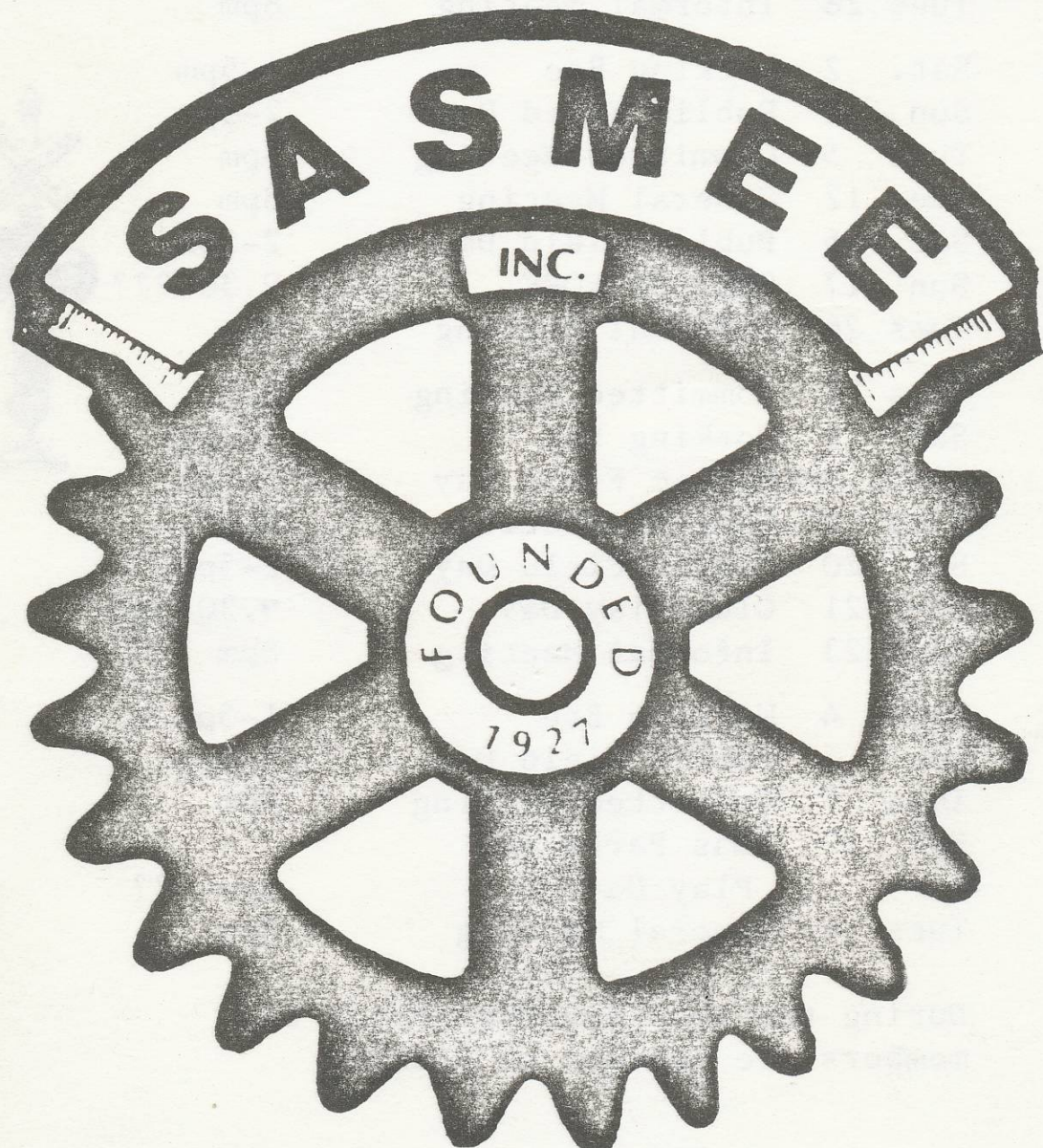


SASMEE
BULLETIN

THE OFFICIAL JOURNAL
OF
THE SOUTH AUSTRALIAN SOCIETY OF
MODEL AND EXPERIMENTAL ENGINEERS



ISSN - 0158 - 3700

SEPT - NOV
1982

WHAT'S ON

WHAT'S ON AT SASMEE

<u>Sept.</u>	Sat	4	Working Bee	1-5pm
	Sun	5	Public Field Day	2-5pm
	Tues	7	Committee Meeting	8pm
	Tues	14	General Meeting	8pm
	Sat	18	Public Field Day	2-5pm
	Sun	19	Club Play Day	9.30-5pm
	Tues	28	Informal meeting	8pm
<u>Oct.</u>	Sat.	2	Working Bee	1-5pm
	Sun	3	Public Field Day	2-5pm
	Tues	5	Committee Meeting	8pm
	Tues	12	General Meeting	8pm
	Sat	16	Public Field Day	2-5pm
	Sun	17	SHOW OF WORK	9.30-???
	Tues	26	Informal Meeting	8pm
<u>Nov.</u>	Tues	2	Committee Meeting	8pm
	Sat	6	Working Bee	1-5pm
	Sun	7	Public Field Day	2-5pm
	Tues	9	General Meeting	8pm
	Sat	20	Public Field Day	2-5pm
	Sun	21	Club Play Day	9.30-5pm
	Tues	23	Informal Meeting	8pm
<u>Dec.</u>	Sat	4	Working Bee	1-5pm
	Sun	5	Public Field Day	2-5pm
	Tues	7	Committee Meeting	8pm
	Sun	12	Xmas Party and Play Day	1pm-???
	Tues	14	General Meeting	8pm



During the Xmas New Year break all members are welcome to SASMEE.



SASMEE NOTICES.The 1982 SHOW OF WORK

The Annual show of Work will be held on Sunday 17th of October, from dawn to midnight. We ask all members to have their work on display from 2pm to 4.30pm., remember those unfinished projects are as interesting as the finished product.

We will be inviting our Patrons to attend and would hope they will join with us in an early evening BBQ.

Please help us make this day a great success, its our DAY OF THE YEAR.

Working Bees

Wally Brownlow has been appointed Supervisor of Working Bees. Wal is to co-ordinate all our projects and ensure their adequate planning and ultimate completion. All members are requested to contact Wally when attending working bees for job assignment.

We remind members that their attendance at working bees is requested.

THE SASMEE Library

The Committee has appointed Bill Coles and Wally Brownlow as Librarians, with Jack Davey as supervisor. We trust that the appointments will ensure greater member access to the Library.

Under New Management

Our thanks to Barbara and John Beal for undertaking responsibility for our Canteen and its operation. The enthusiasm shown to date by Barbara is very much appreciated, and now we can get sandwiches with our tea and coffee.

Welcome



A WELCOME TO OUR NEW MEMBERS.

Trevor Livingston is often seen at our Play Days driving Ron Hewitt's Nigel Gresley. Trevor, a Technical Officer, is currently constructing a 5" 0-6-0 Anne tank loco, he is doing the Foundry course at Panorama and we trust he will be able to offer us some helpful casting tips.

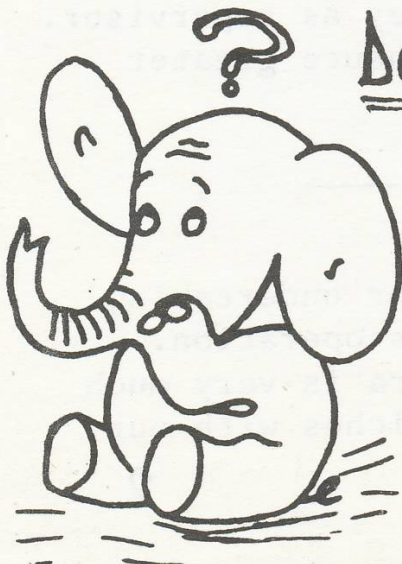
Michael Potter is a Baker by trade and at home an enthusiastic model boat builder for some 13 years. We look forward to seeing his Edwardian Paddle Steamer.

John Nixon has been an active modeller for many years, especially with model aircraft. John is a mechanic by trade and he is a close friend of John Gordon. No doubt John has been deeply impressed with John Gordon's Rx.

Timothy Perkins is a Toolmaker and has a long time interest in modelling. He is currently building a 3½" Juliet.

Barbara Beal requires no introduction, she joins as a Family member, the family unit complete with John and David.

We welcome you all to SASMEE and trust that your association with us will be enjoyable and productive.



DON'T FORGET

1. SHOW OF WORK
SUN 17TH OCT.
2. HAVE YOU PAID YOUR
SUBS.

KEEPIN' TRACK

Around the Track

Before too long we are to see many fine locos on the track.

After 8 years of construction, Alan Brabham is near to completing his gigantic 5" Perry Cane Loco. Alan hopes it will be operational by the end of the year. The Perry is a 2ft. gauge 0-6-4 loco, Alan has modelled it from the Perry drawings on a scale of $1\frac{1}{2}$ to the foot, it has a steel Briggs boiler, and is $50\frac{1}{2}$ " over the frames and the cab is 2 ft over the rails.

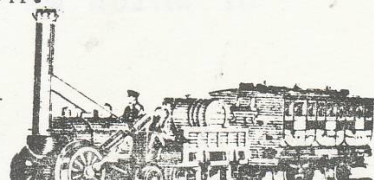
Also nearing completion is Bill Coles' Mountaineer, the Halstead's Simplex, Harry Gibb's and Colin Cook's $3\frac{1}{2}$ " Tich's, and Ralph Skewes' Mikado. Other locos under construction which we look forward to seeing at the Show of Work are Alf Boyley's Hielan Lassie, Keith Besley's 700, Eddie Halse's and John Gordon's Rx Loco, just to mention a few.

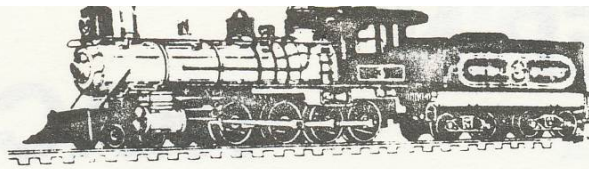
Jim Degotardi recently started construction of a 5" C36 Loco. He obtained the drawings and castings from Winters at Newcastle, Jim adds that he is very happy with the castings and drawings.

Seen on the track having a wheel clearance test was Hugh Whisson's Evening Star and Ian Clark's $7\frac{1}{4}$ " Virginia. Jack Davey and Ian are constructing $7\frac{1}{4}$ " Virginias.

Trevor Livingston and Ralph McEvoy are constructing the 5" gauge Anne Tank Locomotive. The 'ANNE' is a design of R&A Mears and a well renowned performer. Both have completed the frames.

Another 2 locos almost completed are Alec Bradley's 5" Virginia and Phil Waugh's 5" Buffalo 2-8-0, a modified Martin Evans Carabou. Alec has only the boiler to complete, while Phil is on the finishing touches. Both will be ready for the Easter Convention.





For those going Interstate to Victoria.

Many of our SASMEE members travel to Victoria and often requests are made as to who is operating and when. I hasten to get together these details before the September school holidays. Some of the information has been obtained from Journals of the Societies and other from hearsay.

The Steam Locomotive Society of Victoria, has its Club Track in Rowans Road Moorabbin. They have a Public Run on the first Sunday, with a Club Run on the third Saturday of each month. The Secretary is Nev. Owen, his telephone A.H. is 874-5338. The Society caters for all gauges and visitors from Interstate are welcome.

The Tullamarine Live Steam Society has its Club track at Tullamarine not far distant from Melbourne Airport. They have their Public Run on the first Sunday of the month. They are building a 5 and 7½ track at present so there would be plenty of weekend activity at the track. The Secretary is Ken Sleight and can be contacted at 338-4373.

The Victorian Miniature Steam Locomotive Society have their Club Track at Bendigo. The Secretary is Mr. A. Craven, 17 Lowndes Street, Bendigo, 3550.

The Diamond Valley Railway Ltd. is located at Eltham and operates 7½ each Sunday. The Manager is Mr. B. Coleman and can be contacted on 763-5196.

The Altona and South Western Railroad Co-op Ltd. is a 7½ group operating in the western suburbs of Melbourne. The Secretary of this group is well known to SASMEE members, Murray Hill, and he can be contacted on 397-5840.

I have heard of the Springvale Live Steamers but have no further details.

Then there is the Melbourne Steam Traction Engine Club of which we will give more details in the next issue.



CHIT CHAT

THE SICK LIST

It came as a shock to recently hear that Vic Thrum was admitted to the Flinders Medical Centre with a 'Heart Attack'. Fortunately the attack was not severe and Vic appears to be making a good but slow recovery.

Young David Rich was recently involved in an unfortunate accident, being hit by a motor car. David received serious injuries and has been in the RAH for some many weeks. Latest is that David is making good progress, and hope he will be shortly released from the RAH.

To Vic and David we wish you a speedy recovery.

The 1983 AALS Easter Convention

Most members should be aware that the 1983 Convention is to be held at the DRC grounds at Salisbury during the Easter period.

SASMEE has offered the DRC Society our assistance in helping them make this Convention a success.

Early in the New Year they will be planning working bees followed with BBQ and will be inviting SASMEE members to join with them.

Welcome Back?????

In the last issue of the Bulletin your Editor's poor grammar could have indicated and inferred the 'Late Alec Bradley'. We hasten to assure all that Alec is fit and well, he and his wife have moved from Port Vincent back to Adelaide and now reside at Plympton. Its been great to have Alec and his fine Carabou on the track.

STOP PRESS

Have heard that Owen Thomas is on the Sick List, we wish Owen a speedy return to mormal.

Let's talk about

THOSE LOCAL FOUNDRIES???

Tried to get some iron castings ? Appears that most of the locals that would undertake small jobs are now closed down due to some clean air legislation.

SASMEE will have to put our Foundry into top gear, and to do this we badly need expertise, any volunteers ?

SAR Prototype Loco Drawings.

Did you know that a comprehensive selection of drawings and plans relating to SAR Locos are available at the Drawing Office of the Islington Workshops.

Contact the Plan Keeper at Islington.

A Date to Remember

The BOOLEROO CENTRE STEAM AND TRACTION PRESERVATION SOCIETY presents an Annual Field Day during the first weekend of April.

Held on the town's main oval, the exhibition features steam and traction engines, farm tractors and steam trucks, oil engine and farm machinery and equipment.

As Good Friday and Easter in 1983 occur on the first weekend of April, the Booleroo Centre field day will be on April 9th and 10th.

Directory of Australasian Railway & Tramway Societies.

This long awaited Second edition of D.A.R.T.S. is now available giving a complete insight to the many Societies in Australasia. The retail price is \$6.00 and orders can be placed with the Secretary.



Our shrinking world

In February 1950 an Act of Parliament was proclaimed authorising the Adelaide City and Port Railway Company to build a railway from the near boundry of the Legislative Council building on North Terrace along the Port Road to Port Adelaide.

The Act stipulated the gauge to be 4'8½", the maximum freight charge being 6 pence per ton per mile, passenger fares being 1st Class 2 pence, 3 half pence for 2nd Class and 1 penny per mile for the 3rd Class passengers.

The plans of this Adelaide City and Port Railway Company did not eventuate and in October 1851 it was decided to build a Government funded Railway. After consultation with N.S.W. authorities it was decided that the track would be constructed to the 5'3" gauge.

The Adelaide to Port Adelaide line was officially opened on the 19th April 1856, and it is recorded that passengers or those so called dignitaries paid 1 guinea for a ticket on the inaugural trip.

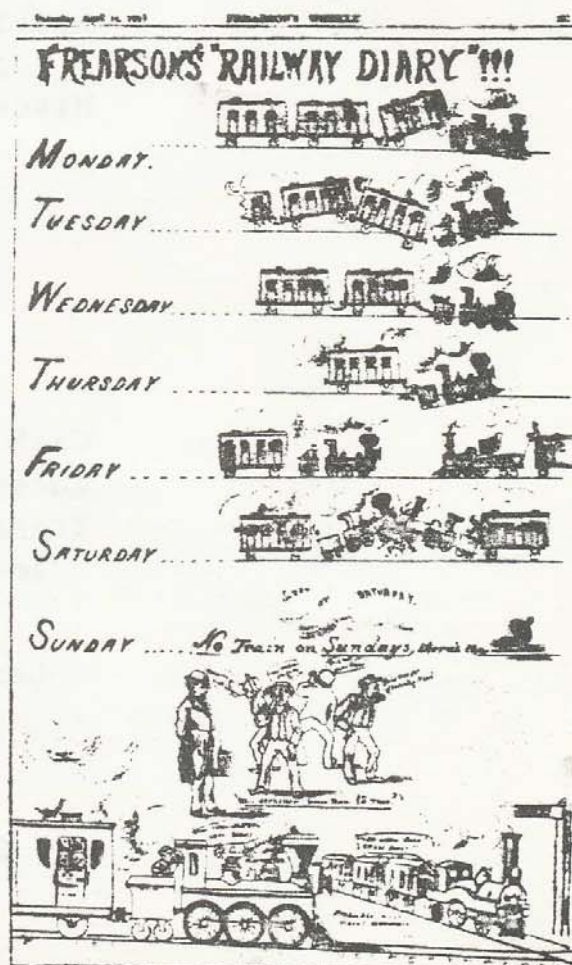
In the years that follow, railway lines connected Gawler in 1857, Kapunda in 1860, and Burra Burra in 1870. In 1878 the Kapunda line was extended to Morgan, and it was this move that made such an economic impact on Adelaide and Port Adelaide, as the line Morgan to Port Adelaide meant the demise of Victor Harbor as a major shipping port.

Those early years were considered hazardous for the rail passenger and many derailments occurred on the Adelaide-Port Adelaide line, in 1865 a train loaded with VIP's was derailed and the Manager of the line dismissed.

The cartoon Frearson's Railway Diary appeared in Frearson's Weekly in April 1883.

How things changed over the years.

STATE LIBRARY OF SOUTH AUSTRALIA SOUTH AUSTRALIA



HOW WE STAND \$

THE FINANCIAL STATEMENT OF ACC

<u>Income</u>	
Sunday Gate	1906.67
Saturday Gate	970.67
Sunday Canteen	1242.79
Saturday Canteen	933.80
Canteen Gen.	161.28
Donations	25.00
Subscriptions	1390.50
Auction and Sale of goods	151.80
Miscellaneous	162.13
	<u>\$ 6945.14</u>

Cash in hand 31-3-81	759.07
Income 1-4-81 to 31-3-82	6945.14
Transferred from Savings Investment Account	<u>1350.00</u>
	\$ 9054.21
Less expenditure	<u>8289.87</u>
	<u>\$ 764.34 surplus</u>

9





S 1981 - 1982

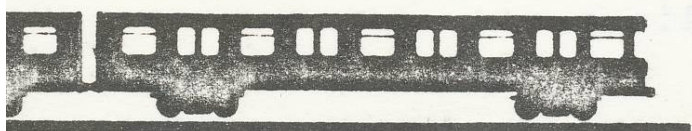
Expenditure

Advertising	263.40
Canteen Supplies	1591.11
Water Rates	396.02
Gardener's wages	181.48
Secretarial Exp.	146.51
Ground Level Track	2401.45
Electricity	363.17
Bulletin	355.85
Insurance	478.13
Misc.Club Exp.	562.23
Ground Maintenance	814.33
Library	203.04
Foundry	292.61
Sundries	179.17
	<u>\$ 8289.87</u>

Cash in hand 31-3-82

Petty Cash	32.08
Floats	49.00
Cheque A/c.	819.86
	<u>\$ 900.94</u>

plus Savings Investment A/c \$ 3454.08





What a Day

The July 'play day' turned out to be one of the mildest winter days one could wish for, and no doubt was responsible for the best turn out of members to our Club Play Day.

Then of course it was the first opportunity for members to try out the freshly completed 7½" 5" ground level loop. 5" and 7½" locos steamed in merriment at the chance of breaking in the track.

We did have a degree of congestion initially while some raised steam, but with full use of the spurs a good continuous run was available. We are certain that all were impressed with the track, and with the completion of the steaming up facilities our track should be one of the finest.

Locos running on the track were Howard Bateup's, Alec Bradley's and John Wakefield's Carabous, Phil Waugh's 621, Tom England's gigantic 7½ Britannia, Ron Bloyd's motorised Shunter, John Levers' Burlington Zephyr, Frank Lee's 7½ Mona, Bert Francis with his 7½ Rob Roy and Peter Denholm's 7½ Tich. Terry Fitton playing Keith Besley's 3½ Britannia was the only loco on the elevated track.

A great day was had by all and we look forward to future Play Days.

RADIO FREQUENCIES.

Co channel interference is becoming a problem on the boat pond, and we must endeavour to solve this at the earliest. Some of the boat boys feel the first step is to ascertain what freq. each member has, so another attempt will be made to establish a freq.register. Could you please advise the Secretary of your freq.at the earliest.

FOR SALE

FOR SALE

Myford ML 7 lathe and bench, with Vert. Milling and many other attachments.

In excellent condition \$900.00

Motorised Hand shaper \$350.00

Horizontal Milling Machine \$450.00

or \$1500 the lot.

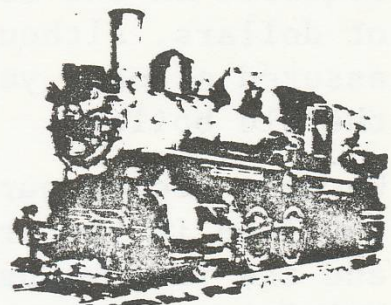
Contact Len Peckham 2648170

Honda 90 with Hi-Lo gearbox with centrifugal clutch.

250cc Villiers engine complete

HO Rx ready to run in brass

Contact Ron Bennetts 2784107



In Appreciation

Our Thanks

Our thanks to Chas. Hill for making available to us the Movie Projector used for screening films at our regular Informal Meetings.

To Tom England we say thanks for operating the projector.

The showing of Films has proved popular with those that attend our Informal Meetings.

Inflation or Inflated Services??

Got our Water Rates last month, just over the \$500.00, makes the boat pond rather expensive, works out at \$20.00 per Field Day. We have thought about the Bore and Wind driven pump but that proved beyond our means.



New Life for Vertical Boiler

During May the Vertical Boiler required its Annual inspection by the DLI. The 40 year old boiler was found to be in an unsatisfactory condition and was deemed to require further treatment. Colin Cook, Bob Scanlon, Joe Hendry, Fred Gordon and Alan Brabham then prepared the boiler for descaling, treatment and subsequent re-inspection.

We can now operate the boiler at a pressure of 50psi but must continue using a water treatment process which is to be closely monitored. The treatments required on the boiler amounted to several hundreds of dollars, although expensive now, we can be assured of many years of operational life left in the old boiler.

We must record our appreciation to those members involved in the project as well, the DLI Inspection and the Tandex Chemical Company who have been very helpful with the water treatment procedures.

The Late Mr. H.A. Stanbury

We recorded in the last issue of the Bulletin, the death in Perth of Mr. Stanbury.

Mr. Stanbury was a model engineer of some repute, he constructed many fine 2½" Locomotives and many Clocks. Mr. Stanbury was an Extraordinary Member of SASMEE and an early member, but being deaf and dumb he was not active in the affairs of the Society. During his working life he was with the SAR involved with the maintenance of clocks and ticket machines, later he was involved in the printing industry. We are indeed grateful for the Technical publications and the 2½" uncompleted Uranus he had made available to the Society.

Brian Crabb has an Air Compressor, 3 cuft. mounted on 5cuft. tank on wheels, with a 1 hp single phase motor. asking price \$150. Phone 2763527.

Let's talk about

A Topic of Concern

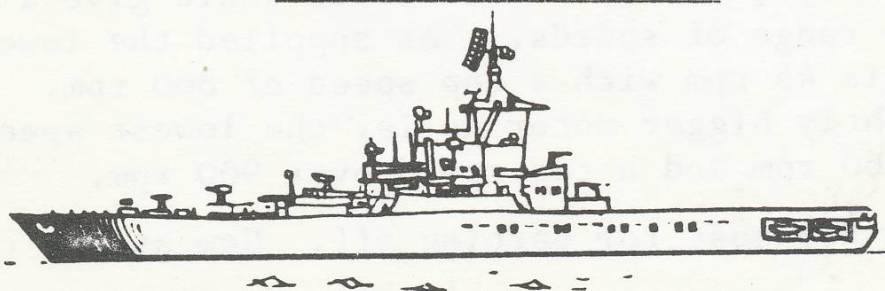
The Society recently received a letter from Colin Bamford requesting that SASMEE consider becoming an Executor to carry out the provisions of a Will.

Colin was concerned with the rapacious dealers that prey on the bereaved families, where highly valued models and workshop equipment are disposed of at prices far below its true value.

SASMEE has agreed that we must ensure that on the death of a member the family receives our assistance should it be required, to enable the models and workshop equipment to be disposed of in a manner that will maximise the value of the items to the family.

Approximately 4 years ago a motion was put and carried at a General meeting, 'That in the event of the death of a member, the President and a member of the Committee would approach the family of the deceased to ascertain whether any assistance is required with the disposal of the member's models and workshop equipment. Should this assistance be required, the Society will undertake to dispose of the equipment to ensure the maximum benefit and return to the family'.

It is suggested that those members that would welcome our assistance in such circumstances, please let it be known to your family or the Executor of your Will. Also it is recommended that you make your family aware of the value of your models and equipment.



WORKSHOP EQUIPMENT

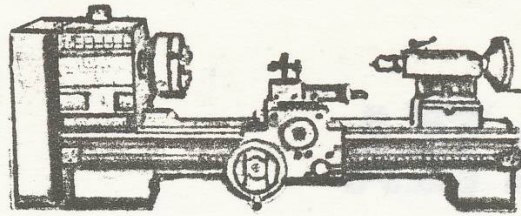
The following article appeared in the August 1981 Big Wheel News, the Official Journal of the Steam Locomotive Society of Victoria. It is reproduced with the authority of the Society.

A Letter to The Editor.

For the benefit of anyone who has bought, or is contemplating buying one of these LAM, Lantaine, etc. Lathes. First of all one would have to say that, - what you pay equals what you get. Having said that, the lathe is quite capable of doing a good job, but not until several modifications have been made.

1. The biggest problem is the motor, as supplied the lathe could not do a job because the vibrations set up by the motor (which is a Crompton Parkinson) were enough for the crosslids to vibrate from where you have just set it. Anyway after trying rubber pads under the motor feet, the situation improved but not enough, so I will be turfing the motor out for a substitute.
2. The lefthand side of the saddle apron requires a cover plate to keep the swarf out of the halfnuts.
3. The topslide swivel clampscrews were only holding by 1 or 2 threads, so I have since fitted longer more snugly fitting screws and T slot nuts which fit much better.
4. The fitting of a clutch to the countershaft is a big improvement, because in the course of a job you will stop several times to mic. the job, and to stop and start the motor, especially if in top speed, the whole machine jolts.
5. In my opinion the 2 sheave motor pulley could be increased by $\frac{1}{2}$ " to $\frac{3}{4}$ " dia. which would give a much better range of speeds. As supplied the lowest speed is 45 rpm with a top speed of 800 rpm. With a slightly bigger motor pulley the lowest speed is about 60 rpm and a top speed over 900 rpm.
6. A rear toolpost for parting off. Now as the crosslide





is bare, no slots or holes etc. I did not want to drill fixing holes indiscriminately, so I pondered the problem while continuing with other work. 'Bingo' why not a dovetail clamp, which allows infinitely variable positions.

7. The four way tool block as supplied will not work because the ratchet stop just rolls over in its hole and the four ratchets underneath the block need altering to give lead out.
8. The change wheel stud spacer needed a minor adjustment to bring the gears into proper alignment laterally.
9. The tailstock eccentric clamp throws far too much, it drops the clamp plate $\frac{1}{4}$ " where as a $\frac{1}{32}$ " would be ample. Hence the clamp doesn't give as much purchase as it could for heavy drilling.
10. The Burnered chucks would be a better buy. After all that, the lathe does have a few plusses.
 1. A fully enclosed oil bath to the saddle apron.
 2. The travel index on the saddle travel hand wheel is very useful.
 3. Trouble free sealed ball races to places like the change gears, and various other places. When setting up the lathe any nuts or bolts which were undersize were replaced with the standard whitworth hex nuts.

Max Rendell

To those who talk, talk and talk,
This proverb should appeal,
The steam that blowsthe whistle,
Can never turn the wheel.

You can find whatever you want when you don't
want it by looking where it wouldn't be if
you did want it.

Gumpersons Law.

OUR CUPPA TEA

ROSTERS

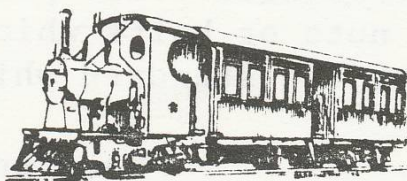
Canteen



Sun. 5th Sept.	Tom Fowler, Steven Maher, Malcolm Ambler
Sat. 18th Sept.	Alf Boyley, Roy Duncan, Kevin Weedon.
Sun. 3rd Oct.	Ron Bennetts, Garry Fogarty, Bill Coles
Sat. 16th Oct.	John Gordon, June Levers, Lindsay Hope
Sun. 7th Nov.	Alex Ide, Brad Brady, Allan Webster
Sat. 20th Nov.	Don Zanker, Brian Niesche, Neville Watts
Sun. 5th Dec.	Arnold Stead, Phil Hart, Peter Lewis
Sun. 2nd Jan.	Michael Potter, Gavin Thrum, Merv Fitton
Sat. 15th Jan.	Colin Rich, Trevor Livingston, Denys Irving.
Sun. 6th Feb.	Ralph McEvoy, Vic Thrum, Nina Brownlow

Lock Up

Play Days



Informal Meeting

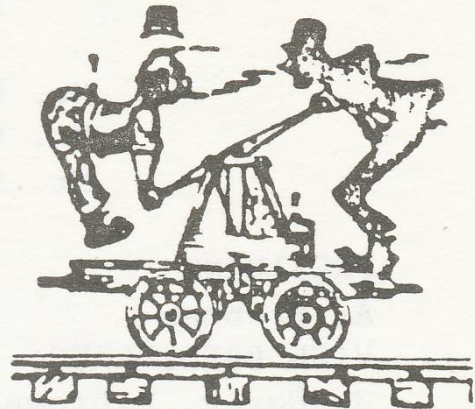
19th Sept.	Peter Denholm	28th Sept.	Jack Davey
17th Oct.	Bill Coles	26th Oct.	Colin Cook
21st Nov.	Vic Thrum	23rd Nov.	Bill Coles
12th Dec.	Peter Denholm		



Rosters

BOILER

Sun.	5th Sept.	Mike Bradford
Sat.	18th Sept.	Colin Cook
Sun.	3rd Oct.	Joe Hendry
Sat.	16th Oct.	Colin Cook
Sun.	7th Nov.	Tom Fowler
Sat.	20th Nov.	Bob Scanlon
Sun.	5th Dec.	Alan Brabham



LOCO ROSTER

Sun. 5th Sept.
 Bob Smith
 Barry Dunstan
 Howard Bateup
 Frank Lee
 Fred Gordon

Sat. 18th Sept.
 John Beal
 Frank Lee
 Keith Besley
 Alec Bradley
 Barry Dunstan

Sun. 3rd Oct.
 Fred Gordon
 Alan Lethbridge
 Bert Francis
 Phil Waugh
 Ian Clark

Sat. 16th Oct.
 Bob Smith
 Keith Besley
 Barry Dunstan
 Howard Bateup
 Colin Bamford

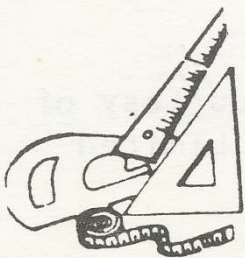
Sun. 7th Nov.
 Alec Bradley
 Alan Lethbridge
 Frank Lee
 Phil Waugh
 Fred Gordon

Sat. 20th Nov.
 Ian Clark
 Bert Francis
 John Beal
 Frank Lee
 Keith Besley

Sun. 5th Dec.
 Barry Dunstan
 Phil Waugh
 Bert Francis
 Howard Bateup
 Fred Gordon

Sun. 2nd Jan
 Alan Lethbridge
 Barry Dunstan
 Frank Lee
 Ian Clark
 Alec Bradley

Sat. 15th Jan
 Bob Smith
 Phil Waugh
 Keith Besley
 John Beal
 Howard Bateup



Patron Mr. F.R. Harris,

General Manager, S.T.A.

Vice Patrons Dr. D. Williams,

General Manager,

Australian National

A.G. Flint,

Director, Road Safety &
Motor Transport.

Mr. D.R. Harvey OAM,

Director, Steam Ranger ARHS

Mr. C. Schaumloffel,

Australian National

Mr. G. Nicolson,

Tregalana, Whyalla

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A. Brabham

VICE PRESIDENTS

J. Davey, W. Brownlow

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P. Denholm

MINUTE SECRETARY

F. Gordon

TREASURER

J. Schaefer

ASSISTANT TREASURER

J. Levers

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C. Cook, W. Coles

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J. Welch, C. Burden

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A. Templeman

SUPERVISORS LOCO TRACK

A. Ide, W. Brownlow

H. Bateup, P. Waugh

SUPERVISORS BOAT POND

N. Kernick, C. Manning

BOILER SAFETY COMMITTEE

A. Brabham, J. Welch

O. Thomas H. Bateup

CANTEEN

J. Beal

GROUND LEVEL TRACK

A. Brabham, H. Bateup, A. Ide, I. Clark, R. Bloyd,
T. England, J. Davey, W. Brownlow.

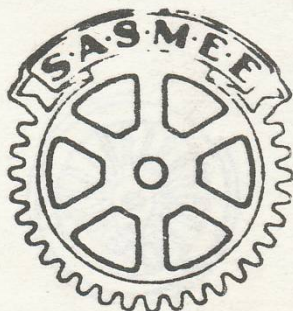
SECRETARY & EDITOR

P. Denholm

Box 263

STIRLING S.A. 5152

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TO THE EDITOR



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